



City of Seattle

Gregory J. Nickels, Mayor
Department of Planning and Development
Diane M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 2300920

Applicant Name: Michele Wang for LIHI Denny Park LLC

Address of Proposal: 230 8th Avenue N

SUMMARY OF PROPOSED ACTION

Master Use Permit for future construction of a six (6)-story structure containing 4,250 square feet of retail sales and service use on the ground floor, with fifty (50) residential dwelling units above, and ground level/below grade parking for thirty-five (35) vehicles. Environmental review includes the demolition of an existing 6,000 square foot one-story commercial building.*

The following approvals are required:

Design Review pursuant to Seattle Municipal Code (SMC) 23.41
Design Departures for landscaping and open space.

SEPA - Environmental Determination pursuant to SMC 25.05

*Note: the project description has been revised from the original notice of application.

SEPA DETERMINATION:

☐ Exempt ☐ DNS ☐ MDNS ☐ EIS

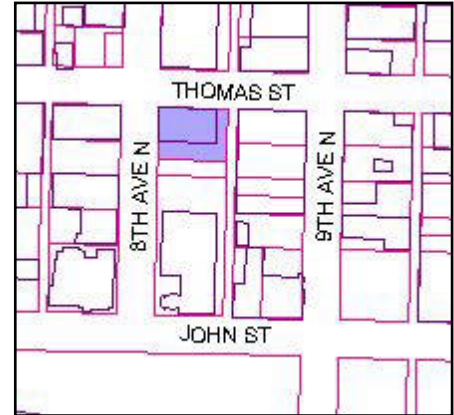
☒ DNS with conditions

☐ DNS involving non-exempt grading or demolition or
involving another agency with jurisdiction

BACKGROUND & VICINITY INFORMATION:

The applicant has applied to redevelop a rectangular shaped site in the South Lake Union neighborhood with a fifty (50)-unit, six (6)-story building having five (5)-residential floors, ground level commercial space and ground level/below grade parking for thirty-five (35) vehicles.

The 10,800 sq. ft. project site is located at the southeast corner of Thomas Street and 8th Avenue North and has 120' and 90' of street frontage respectively; with sidewalks, curbs and gutters. The site slope falls 8' from the northeast corner to the southwest corner. The alley to the east is currently semi-improved and will require a 2' alley dedication and improvement. Zoning for the site is Commercial 1 with an 85' height limit (C1-85'). Adjacent zoning is also C1-85'.



The site is currently occupied by a one-story commercial building and surface parking lot, built in 1951 for Clise Realty, Inc. A commercial tenant currently occupies the building.

Generally, the development in the neighborhood consists of commercial and light industrial buildings from the 1950s through 1970s that are not developed to their full 85' height potential.

Immediate community landmarks include the Unity Church of Truth, which occupies the southern portion of the same block as the proposed project, and the Denny Park Lutheran Church, across the street. Beyond the churches is Denny Park, and to the east, the Denny Playfield.

Across the street to the west is a two-story office building and auto repair shop. To the northwest is a parking lot and two-story house. Across the street to the north is a two-story light industrial building. Local businesses include Jones & Co. Soda, Cascade A&E, Hostess Company, King Broadcasting, architecture firms, art galleries, wholesale flower markets, and light manufacturing.

The area is characterized by strong north-south arterials, which connect downtown to Lake Union and neighborhoods to the north. Eighth Avenue is interrupted by Denny Park and is not a through street to downtown. One block to the west is Dexter Avenue, a minor north-south arterial, and one block to the east is Ninth Avenue, a principal south-bound arterial. Denny Way lies two blocks to the south, a principal east-west arterial. The site is well-served by Metro transit buses 26, 38, 39 and 42 on Dexter Avenue, 8 on Denny Way, and 17 on Ninth Avenue.

PUBLIC COMMENT, DESIGN REVIEW:

Two members of the public attended the first Early Design Guidance meeting. Issues discussed included: underdevelopment of the building volume; open space departure; exterior streetscape treatments and materials, e.g. overhead weather protection for pedestrians, street trees and landscaping, brick materials, simple corrugated metal is becoming overused—additional commercial frontage for Thomas St; discourage the vehicle parking access entrance location at the mouth of the alley—“see if it can be moved further away from the sidewalk (further south)” and the resulting blank façade along Thomas St.

ANALYSIS - DESIGN REVIEW

This project was the subject of two Early Design Guidance Public Meetings held on October 1, 2003 and December 3, 2003. At that time the Design Review Board members provided siting and design guidance to be considered in the development of the site. In response to the Board's guidance and recommendations, the applicant applied for a Master Use Permit (MUP) on January 16, 2004.

DESIGN GUIDANCE PRIORITIES:

After visiting the site, considering the analysis of the site and context provided by the proponents and hearing public comment, the Design Review Board members provided the following siting and design guidance to be considered in the development of the site. The highest design guideline priorities for this project are identified by letter and number in accordance with the siting and design guidelines found in the City of Seattle's "*Design Review: Guidelines for Multifamily & Commercial Buildings*," November 1998.

A. Site Planning	
A-1 Responding to Site Characteristics: Solar Orientation The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.	<u>Response by the applicant:</u> The building is oriented with its major axis in the east-west direction in order to maximize solar exposure to units and permit greatest solar exposure for the raised courtyard plaza; while minimizing shadows on adjacent structures and public areas.
A-2 Streetscape Compatibility The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way. <u>The Board's comments:</u> <i>Commercial base should reflect the industrial character and context of its immediate surrounds by including vertical elements and architectural features. However, the design should differentiate the functions and floors.</i>	<u>Response by the applicant:</u> The building has been made compatible with neighborhood commercial use patterns by maximizing commercial frontage and minimizing setbacks at street level. The commercial base is articulated separately from the residential body in reference to the scale of existing one to two story commercial developments in the neighborhood. The use of repetitive bays at commercial level also references other commercial buildings in the area. The landscape plan includes continuing the existing street trees down 8 th Avenue and Thomas street in order to be compatible with streetscape planting patterns.

<p>A-3 Entrances Visible from Street Entries should be clearly identifiable and visible from the street.</p> <p>A-4 Human Activity New development should be sited and designed to encourage human activity on the street.</p>	<p><u>Response by the applicant:</u></p> <p>The commercial entrance is sited at the corner of the building to provide maximum visibility and accessibility. Commercial visibility is also maximized by the use of storefront window systems, the north facing which can be clear glazing. Marquees convey a sense of hospitality by providing pedestrian cover.</p> <p>The residential entrance has a clear and direct relation to 8th Avenue. The raised common plaza also has a visual connection to 8th Avenue. This allows residents occupying the plaza to play a role in the increased sense of security via “eyes on the street.” Common balcony decks also overlook the street at the upper floors.</p>
<p>A-5 Respect for Adjacent Sites Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.</p>	<p><u>Response by the applicant:</u></p> <p>Project massing is concentrated toward the right-of-way to avoid crowding the Unity Church of Truth located to the south.</p> <p>Project massing is also concentrated toward the area where future redevelopment is more likely. For example, the properties immediately to the north of the project have been acquired by City Investors, LLC (a subsidiary of Vulcan NW) and may soon be redeveloped to its 85-foot commercial potential.</p>
<p>A-6 Transition between Residence and Street For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.</p> <p><u>The Boards comments</u> <i>The 8th Avenue residential lobby needs to meet the street “in a nice way.”</i></p> <ul style="list-style-type: none"> <i>The revised residential entrance/stairway presents a decreased lobby depth and an increased width that shortens the pedestrian route to the street. Thus, improving on natural light into the residential corridor and improving on safety/security.</i> 	<p><u>Response by the applicant:</u></p> <p>The building’s residential lobby has been revised to meet the street in a more open and inviting manner. This was accomplished by shifting the stair per Early Design Guidance.</p> <p>A covered entrance provides an identity marker and creates a transitional space between public and private.</p> <p>The spatial arrangement of “semi-public” functions—such as the entrance lobby, the common room at level 2, and the common decks at the upper floors—reinforces a steady progression from public to semi-public to private in the experience of moving through the building.</p>

<p>A-7 Residential Open Space*</p> <p>Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.</p> <p><u><i>The Board's comments:</i></u> <i>The board wanted rationale for the reduced amount of open space. Future code changes toward less open space are being considered, with special allowance for nearby parks.</i></p> <p><i>The design should show less common and more private open space—in the form of balconies/bays</i></p>	<p><u>Response by the applicant:</u></p> <p>The priority of this project is placed on the quality of open space rather than the quantity. By locating the open space at Level 2, there is a strong connection to the indoor common space. Also, by concentrating as much open space as possible at the concrete slab construction, the open space can support a higher occupancy load, better materials such as heavy concrete pavers, and more substantial landscaping.</p> <p>Denny Park is located within 400 square feet of the project, making a large public open space accessible.</p> <p><i>*Departure requested for quantity of open space</i></p>
<p>A-8 Parking and Vehicle Access</p> <p>Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.</p> <p>C-5 Structured Parking Entrances</p> <p>The presence and appearance of garage entrances should be minimized so that they do not dominate the street frontage of a building.</p> <p><u><i>The Board's Comments:</i></u> <i>The board emphasized pedestrian and vehicle safety and eliminating blank walls along main street facades caused by the parking garage.</i> <i>"The below grade vehicle parking access should be located further south from Thomas Street."</i></p>	<p><u>Response by the applicant:</u></p> <p>The parking garage entrance is via the alley, and has been reduced to one southern location, to separate the main pedestrian entrance from the automobile access point.</p>
<p>A-10 Corner Lots</p> <p>Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.</p> <p><u><i>The Board's comments:</i></u> <i>The Thomas St. and 8th Ave. N. corner should be articulated and the facades further developed.</i></p>	<p><u>Response by the applicant:</u></p> <p>The building mass occupies the corner, with the commercial entrance located at the corner on the pedestrian level, to reinforce pedestrian circulation patterns and commercial viability.</p> <p>Residential units located above the corner commercial entrance are laid out so the corner space is occupied by living rooms, which gives the building corner a more lively appearance.</p> <p>The marquees at the sidewalk level turn the corner, and the roof line is also designed to accentuate the building corner.</p>

B. Height, Bulk and Scale	
<p>B-1 Height, Bulk and Scale Compatibility</p> <p>Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.</p> <p><u>The Board's comments:</u></p> <p><i>The board indicated this as a <u>high priority</u>. All four facades should exhibit a unified form and provide a sensitive transition to nearby sites. The facades should have a design treatment sufficient to achieve a reasonable transition to the height and scale between the anticipated development potential of the site and the adjacent zones.</i></p>	<p><u>Response by the applicant:</u></p> <p>The project is not located at a zone edge. Surrounding properties are all zoned C1/85', and neighboring zone is NC3/85'.</p> <p>The project does not make use of either the maximum allowable height of 85' nor the maximum allowable FAR of 6.0. The project height is 65' and the project FAR is 4.2.</p> <p>The bulk of the project is concentrated to the north, in the direction of anticipated development. It then steps down to the south to provide a more sensitive transition to the long-term neighbors to the south (see A-5, Respect for Adjacent Sites).</p>
C. Architectural Elements and Materials	
<p>C-1 Architectural Context</p> <p>New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.</p> <p><u>The Board's comments:</u></p> <p><i>The board stated that the building's commercial street-facing facades should consider the vertical geometry of the one-story and two-story buildings in the neighborhood. Commercial base should reflect the industrial character and context of its immediate surrounds.</i></p>	<p><u>Response by the applicant:</u></p> <p>The architectural context of the surrounding neighborhood could be broadly described as an industrial/commercial area characterized by a simple functionalism and durable materials.</p> <p>The massing of the project reflects a functionalist approach to fenestration, with flexible commercial spaces having large areas of glazing and residential spaces having windows scaled to the residential function they relate to.</p> <p>The project massing responds to the existing 1-2 story development by articulation of the concrete commercial base and the rhythm of bays at the commercial street level. Sawtooth dormers make allusions to an industrial building type while relating to its current residential function.</p>

<p>C-2 Architectural Concept and Consistency</p> <p>Building design elements, details, and massing should create a well-proportioned and unified building form and exhibit an overall architectural concept.</p> <p>Buildings should exhibit form and features identifying the functions within the building.</p> <p>In general, the roofline or top of the structure should be clearly distinguished from its façade walls.</p> <p>C-4 Exterior Finish Materials</p> <p>Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.</p> <p><i>The Board stated that the residential portion of the building should look like home. Units should be defined so the residential portion of the building does not appear anonymous. Articulation of the building's residential street-facing facades should be defined. The verticality of the building can be celebrated. However, differentiate the functions and floors.</i></p> <p><i>Materials should be compatible with the neighborhood—the use of brick and stained/painted concrete is preferred and can echo the industrial character of the area. All materials shall be highly durable and maintainable.</i></p>	<p><u>Response by the applicant:</u></p> <p>The project expresses its primary residential character in the residential scale of its fenestration and roof expression. Residential levels of the building are clad with siding that has a residential scale (siding texture or reveals that repeat 4", 10", or 16"). The residential entrance at street level carries the same texture.</p> <p>The commercial base is expressed differently from the upper residential levels in materials and scale/type of windows, but the façade is unified by aligning repetitive elements.</p> <p>Building bays add modulation and express verticality; the building siding and form turn the corner in an expressive manner. Trellises and sculptural downspouts express the function of bringing rainwater into the plaza.</p> <p>Durable materials, such as painted concrete, metal siding, and cement board are incorporated into the project. Project details use industrial materials in an expressive way, such as galvanized steel marquees and trellises.</p>
<p>C-3 Human Scale</p> <p>The design of new buildings should incorporate architectural features, elements and details to achieve a good human scale.</p>	<p><u>Response by the applicant:</u></p> <p>Marquees, plant hangers and street-level lighting are provided.</p> <p>Concrete expression includes reveal patterns to give a sense of human scale.</p> <p>Streetscape includes plantings and pavers.</p> <p>Balconies and bays overlook the street to the west and north.</p>

D. Pedestrian Environment	
<p>D-1 Pedestrian Open Spaces and Entrances</p> <p>Convenient and attractive access to the building's entry should be provided. To ensure comfort and security, paths and entry areas should be sufficiently lighted and entry areas should be protected from the weather. Opportunities for creating lively, pedestrian-oriented open space should be considered.</p> <p>D-2 Blank Walls</p> <p>Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank walls are unavoidable, they should receive design treatment to increase pedestrian comfort and interest.</p> <p>D-6 Screening of Dumpsters, Utilities and Service Areas</p> <p>Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian right-of-way.</p>	<p><i>The Board stated that the space between the building and the public right-of-way should be conducive to residential or pedestrian activities. In neighborhoods where pedestrian activity is desired, the function of any open space between the building and sidewalk is to provide visual and physical access to the building and provide space for outdoor activities.</i></p> <p><i>A blank wall or walls provide opportunities for defacement with graffiti. Possible methods for treating blank walls include installation of vertical trellis with climbing vines or plant materials; or providing a landscaped or raised planter bed in front of the wall and including plant materials that grow to obscure or screen the walls surface.</i></p> <p><i>The project's design elements should promote and reinforce the security of the residents, visitors and neighbors.</i></p> <p><u>Response by the applicant:</u></p> <p>The project streetscape includes pavers in the planters opposite the building entrances to ensure a durable and safe path.</p> <p>Blank walls facing the street are avoided. The blank wall facing the parking lot to the south will be provided with a setback for a trellis and climbing plantings.</p> <p>The dumpster is located at the alley and is concealed with a rolling door.</p> <p>Residential and commercial entrances are both located on 8th Avenue. This provides an opportunity for a shared sense of security and also avoids confusion with addressing. Building entrances are recessed and covered for weather protection, and are well lighted and visible for security.</p>

E. Landscaping	
<p>E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.</p> <p>E-2 Landscaping to Enhance the Building and/or Site Landscaping including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.</p> <p>E-3 Landscape Design to Address Special Site Conditions The landscape design should take advantage of special on-site conditions such as high-bank front yards, steep slopes, view corridors, or existing significant trees and off-site conditions such as greenbelts, ravines, natural areas, and boulevards.</p>	<p><i>The Board stated that the project should include landscape materials that reinforce any distinctive patterns or species found within the local context; e.g. street trees, naturalized or native landscape materials established as a part of the neighborhood.</i></p> <p><i>Use landscaping features that complement the form of the building and increase privacy and security for the residents while enhancing the adjacent properties and streetscape.</i></p> <p><i>Incorporate screening, shading, trellises or arbors to provide places for plants to grow.</i></p> <p><u>Response by the applicant:</u></p> <p>The addition of trees follows South Lake Union Neighborhood Plan recommendations. A dense grid of evergreen grasses forms groundcover beneath the street trees to add visual structure and protect from soil compaction.</p> <p>Trees along 8th Avenue will have similar characteristics to those existing to the north, but will be SDOT approved street tree species. Trees along Thomas Street are a smaller species, to accommodate existing power lines, tolerant of north side shade.</p> <p>Trellis and vine pocket plantings will add textural interest to the south wall of the building.</p> <p><i>Departure requested for quantity of landscaping provided.</i></p>

DEVELOPMENT STANDARD DEPARTURE MATRIX

Development Standard Requirement	Request/Proposal	Justification	Board's Recommendation
<p>Open Space Standards SMC 23.47.024A. Equal to twenty (20) percent of the structure's gross floor area in residential use.</p> <ul style="list-style-type: none"> 6,912 sq. ft. required <p>Landscaping Standards SMC 23.47.016B. Equal to five (5) percent of lot areas.</p> <ul style="list-style-type: none"> 1,728 sq. ft. required 	<p>Concentration of the common open space on the southern side of second story level.</p> <ul style="list-style-type: none"> 3,796 sq.ft. proposed Equates to 11% of the gross residential area. <p><u>Refer to sheet L1 in MUP plans.</u></p>	<ul style="list-style-type: none"> Southern exposure will remain unblocked if the southern property is redeveloped. Maximizes exposure of residential units to courtyard and light/air. Creates an efficient layout for the residential units. See also A-7 above. 	<p>Approval of the departures as shown in the MUP plans</p>

BOARD RECOMMENDATIONS

After considering the proposed design and the project context, hearing public comment, and reconsidering the previously stated design priorities, the four Design Review Board members agree that the applicant addressed the design guidance provided in their previous meetings. The Design Review Board **recommends conditional approval** of the design as shown in updated Master Use Permit Plans:

1. The applicant must retain the fenestration, architectural features and elements, and arrangement of finish materials and colors presented to the Design Review Board on October 1, 2003 and December 3, 2003.

ANALYSIS - DESIGN REVIEW

The Director of DPD has reviewed the recommendation of the four Design Review Board members present at the Design Review meeting and finds that it is consistent with the City of Seattle Design Review Guidelines for mixed-use buildings. The Master Use Permit (MUP) plans have been updated to incorporate the Board's recommendations.

DECISION - DESIGN REVIEW

The Director accepts the Design Review Board's recommendations and approves the proposed design as presented at the December 3, 2003 meeting.

PUBLIC COMMENT, MASTER USE PERMIT (MUP) REVIEW:

Comment

No comment letters were received during the comment period which ended February 25, 2004.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant's agent (dated January 16, 2004) and annotated by the Land Use Planner. The information in that checklist, supplemental information submitted by the applicant, and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 23.05.665) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states, in part "*where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation*" subject to some limitations. Under such limitations/circumstances, (SMC 25.05.665 D) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short -Term Impacts

The following temporary construction-related impacts are expected: temporary soils erosion; decreased air quality due to dust and other suspended air particulates; increased noise from construction operations and equipment; increased traffic and parking demand from construction personnel; tracking of mud onto adjacent streets by construction vehicles; conflict with normal pedestrian movement adjacent to the site; and consumption of renewable and nonrenewable resources. Due to the temporary nature and limited scope of these impacts, they are not considered significant. Although not significant, these impacts are adverse, and in some cases, mitigation is warranted.

City codes and/or ordinances apply to the proposal and will provide adequate mitigation for some of the identified impacts. Specifically these are: 1) Grading and Drainage Control Ordinance (storm water runoff, temporary soil erosion, and site excavation); and 2) Street Use Ordinance (tracking of mud onto public streets, and obstruction of rights-of-way during construction).

Air Quality

The Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality and no further mitigation pursuant to SEPA policies is warranted.

Street and Sidewalks

The proposed on-site excavation is controlled by an excavation permit. The Street Use Ordinance includes regulations which mitigate dust, mud, and circulation. Any temporary closure of the sidewalk and/or traffic lane(s) is controlled with a street use permit through the Seattle Department of Transportation. It is the City's policy to minimize or prevent adverse traffic impacts which would undermine the stability, safety, and/or character of a neighborhood or surrounding areas (25.05.675 R).

In this case, adequate mitigation is provided by the Street Use Ordinance, which regulates and provides for accommodating pedestrian access. Therefore, additional mitigation under SEPA is not warranted.

Construction Parking

During construction, parking demand will increase due to additional demand created by construction personnel and equipment. It is the City's policy to minimize temporary adverse impacts associated with construction activities. In order to minimize potential adverse impacts, construction workers will be required to park in the proposed parking garage once it is usable for the duration of construction. The authority to impose this condition is found in Section 25.05.675B.2.g. of the Seattle SEPA ordinance.

Long-Term Impacts

Potential long-term or use impacts anticipated by the proposal include: increased bulk on the site; increased ambient noise associated with increased human activity and vehicular movement; minor increase in light and glare from exterior lighting, light from windows and from vehicle traffic (headlights); increased traffic and parking demand due to employees and visitors; increased airborne emissions resulting from additional traffic; increased demand on public services and utilities; and increased energy consumption. These long-term impacts are not considered significant because they are minor in scope, but some warrant further discussion.

Light and Glare

The proposed project will have exterior lighting which could affect nearby land uses. However, the Land Use Code requirement for shielding and reorienting exterior lighting to minimize impacts on surrounding properties is sufficient mitigation of this impact (SMC 23.45.045). No further mitigation under SEPA is warranted.

Parking

The Land Use Code requires a total of thirty-five (35) parking spaces for this non-residential and residential project. The MUP plans indicate five (5) commercial and thirty (30) residential parking spaces are provided.

The occupancy of the residential units by low-income tenants will reduce parking demand below that typically generated by market rate development. Census data indicate that households with 50% or less of median income own, on average, no more than one vehicle per unit. These rates likely are even lower in urbanized neighborhoods such as South Lake Union. Given a residential parking supply of 0.6 spaces/unit, it is not expected that this project will result in spillover parking. Should there be any spillover parking, however, spillover vehicles will be accommodated on adjacent streets because the streets are not at full capacity. Based on the above analysis no unusual parking condition exists that warrants additional parking mitigation under SEPA, therefore, additional parking mitigation is not warranted.

Traffic and Transportation

The Institute of Transportation Engineers (ITE) Trip Generation Manual (6th edition) estimates that multifamily units generate approximately 6.63 vehicles trips per unit per weekday. Based on these estimates the fifty (50) units would generate approximately 331 trips per day, with approximately 26 trips in the A.M. and 31 trips in the P.M. peak hours and the non-residential use will generate approximately 173 trips per day, with approximately 11 trips in the P.M. peak hours and a lesser amount in the AM peak hour. The table below illustrates the existing and proposed trip generation estimates:

Trip Generation Estimates			
Use(s)	AM Peak	PM Peak	Trips per weekday
Existing			
Customer Service Office	9	9	66
Total	9	9	66
Proposed			
Non-residential use	<11	11	173
50 dwelling units	26	31	331
Total	37	42	504
Net Change	28	33	438

Given the lower auto ownership rates of the multi-family tenants and the availability and proximity of transit to downtown and other nearby employment centers it is likely that there will be fewer vehicle trips than from developments in outlying areas on which the ITE generation is based. Therefore, the numbers in the table above are a conservative “worst case” estimate. Even assuming increased trips as indicated in the table, however, the roadway system in the project vicinity has adequate capacity to accommodate the small increase in traffic volumes from the project site. Therefore, no SEPA mitigation of traffic impacts is warranted.

Other Impacts

Several codes adopted by the City will appropriately mitigate the use-related adverse impacts created by the proposal. Specifically these are: Grading and Drainage Control Ordinance (storm water runoff from additional site coverage by impervious surface); Puget Sound Air Pollution Control Agency regulations (increased airborne emissions); and the Seattle Energy Code (energy consumption in the long term).

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030 (2) (c).
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 (2) (c).

CONDITIONS – DESIGN REVIEW (non-appealable)

1. The applicant must retain the fenestration, architectural features and elements, and arrangement of finish materials and colors presented to the Design Review Board on October 1, 2003 and December 3, 2003.
 - Compliance with this condition shall be verified and approved by Colin R. Vasquez, Land Use Planner, 206-684-5639 or by Vincent T. Lyons, Architect & Design Review Manager, 206-233-3823 at a Pre-construction meeting. The purpose of the meeting will be to review the approved Design Review Plans and to inform the contractor that any changes to the exterior of the building must be reviewed and approved by the Land Use Planner prior to proceeding with any proposed changes.

- You must make an appointment with the assigned Land Use Planner or Design Review Manager at least three (3) working days in advance of scheduling a date for a Pre-construction meeting.
- 2. Any proposed changes to the exterior of the building or the site must be submitted to DPD for review and approval of the Land Use Planner (Colin Vasquez, 684-5639). Any proposed changes to the improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT.
- 3. Compliance with all images and text on the MUP drawings, design review meeting guidelines and approved design features and elements (including exterior materials, landscaping and ROW improvements) shall be verified by the DPD planner assigned to this project, or by the Design Review Manager. As appointment with the assigned Land Use Planner must be made at least three (3) working days in advance of field inspection. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.
- 4. Embed all of these conditions in the cover sheet for the MUP permit and for all subsequent permits including updated MUP Plans, and all building permit drawings.

CONDITIONS – SEPA

None required.

Signature: (signature on file) Date: April 12, 2004
Colin R. Vasquez, Land Use Planner
Department of Planning and Development